

# AERONAUTICAL EXPERIENCE CHECK LIST

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STATEMENT: This checklist is not to be used in lieu of FAR Parts 61 and 141. This checklist has been prepared to only assist in checking an applicant's FAA Form 8710-1 - "Airman Certificate and/or Rating Application" and logbook for the required aeronautical experience requirements. This checklist may be updated from time to time, and will be so noted on the "Date" area above and the content of those changes are described on the last page of this document.

(1) If there is a difference between the aeronautical experience times contained in this checklist vs. the times contained in Parts 61 or 141, the Federal Regulations will always have precedence.

(2) For brevity purposes, this checklist does not contain the full text of the regulatory requirements.

(3) This checklist has been organized in an outline format as follows:

- Roman numerals (i.e., I, II, III, etc.)
- Capital letters (i.e., A, B, C, etc.)
- Numbers (i.e., 1, 2, 3, etc.)
- Small letters (i.e., a, b, c, etc.)

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# Part 61

## Pilot & Flight Instructor Certification Requirements

### Recreational Pilot Certification

#### ***I. For Single Engine Airplane, Helicopter, or Gyroplane Ratings:***

Total Time: 30 hours which consists of at least-

- A) Dual: 15 hours of flight training with an instructor on the Recreational Pilot areas of operation, that includes:
  - 1) 2 hours of en route flight training to another airport in the class of aircraft; and
  - 2) 3 hours of flight training in the class of aircraft within the <60 days prior to the practical test
- B) Solo: 3 hours of solo flying in the class of aircraft on the Recreational Pilot areas of operation.

### Private Pilot Certification

**\*NOTE:** Where §61.109 requires “. . . 3 hours of flight training by reference to instruments in a single engine airplane” or “. . . in a multiengine airplane” or “. . . in a powered-lift” it has to be in the aircraft in flight. It cannot be in a FS, FTD, or an PCATC. It has to be in an aircraft in flight.

#### ***II. For a Single Engine Airplane Rating:***

Total Time: 40 hours which consists of at least-

- A) Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation that includes:
  - 1) 3 hours of X-C flight training in a single engine airplane;
  - 2) 3 hours of night flight training in a single engine airplane, that includes at least-
    - a) 1 X-C flight of over 100 nm total distance; and
    - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training by reference to instruments in a single engine airplane; and
  - 4) 3 hours of flight training in a single engine airplane within the <60 days prior to the practical test.
- B) Solo: 10 hours of solo flying in a single engine airplane on the Private Pilot areas of operation, that includes:
  - 1) 5 hours of solo X-C flying;
  - 2) 1 solo X-C flight of at least 150nm total distance with 3 points and one segment of at least 50nm between T/O and landings; and
  - 3) 3 T/O's and landings at a controlled airport.

#### ***III. For a Multiengine Airplane Rating:***

Total Time: 40 hours which consists of at least-

- A) Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation that includes:
  - 1) 3 hours of X-C flight training in a multiengine airplane;
  - 2) 3 hours of night flight training in a multiengine airplane, that includes at least-
    - a) 1 X-C flight of over 100 nm total distance; and
    - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training by reference to instruments in a multiengine airplane; and
  - 4) 3 hours of flight training in a multiengine airplane within the <60 days prior to the practical test.
- B) Solo: 10 hours of solo flying in a multiengine airplane on the Private Pilot areas of operation, that includes:
  - 1) 5 hours of solo X-C flying;
  - 2) 1 solo X-C flight of at least 150nm total distance with 3 points and one segment of at least 50nm between T/O and landing; and

- 3) 3 T/O's and landings at a controlled airport.

#### **IV. For a Helicopter Rating:**

Total Time: 40 hours which consists of at least-

- A) Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation that includes:
  - 1) 3 hours of X-C flight training in a helicopter;
  - 2) 3 hours of night flight training in a helicopter, that includes at least-
    - a) 1 X-C flight of over 50nm total distance; and
    - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training in a helicopter within the <60 days prior to the practical test.
- B) Solo: 10 hours of solo flying in a helicopter on the Private Pilot areas of operation, that includes:
  - 1) 3 hours of solo X-C flying;
  - 2) 1 solo X-C flight of at least 75nm total distance with 3 points and one segment of at least 25nm between T/O and landing; and
  - 3) 3 T/O's and landings at a controlled airport.

#### **V. For a Gyroplane Rating:**

Total Time: 40 hours which consists of at least-

- A) Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation that includes:
  - 1) 3 hours of X-C flight training in a gyroplane;
  - 2) 3 hours of night flight training in a gyroplane, that includes at least-
    - a) 1 X-C flight of over 50nm total distance; and
    - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training in a gyroplane within the <60 days prior to the practical test.
- B) Solo: 10 hours of solo flying in a gyroplane on the Private Pilot areas of operation, that includes:
  - 1) 3 hours of solo X-C flying;
  - 2) 1 solo X-C flight of at least 75nm total distance with 3 points and one segment of at least 25nm between T/O and landing; and
  - 3) 3 T/O's and landings at a controlled airport.

#### **VI. For a Powered-Lift Rating:**

Total Time: 40 hours which consists of at least-

- A) Dual: 20 hours of instruction time with an instructor on the Private Pilot areas of operation that includes:
  - 1) 3 hours of X-C flight training in a powered-lift;
  - 2) 3 hours of night flight training in a powered-lift, that includes at least-
    - a) 1 X-C flight of over 100nm total distance; and
    - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training by reference to instruments in a powered-lift; and
  - 4) 3 hours of flight training in a powered-lift within the <60 days prior to the practical test.
- B) Solo: 10 hours of solo flying in a powered-lift on the Private Pilot areas of operation, that includes:
  - 1) 5 hours of solo X-C flying;
  - 2) 1 solo X-C flight of at least 150nm total distance with 3 points and one segment of at least 50nm between T/O and landings locations; and
  - 3) 3 T/O's and landings at a controlled airport.

#### **VII. For a Glider Rating**

A) Total Time: If applicant has not logged at least 40 hours of flight time in heavier than air aircraft, then the applicant must have logged at least 10 hours in gliders on the Private Pilot areas of operation that includes 20 flights in a glider and includes at least—

- 1) Dual: 3 flights in a glider with an instructor within the <60 days prior to the practical test; and
- 2) Solo: 2 hours of solo flying in a glider with not less than 10 launches and landings.

or

B) Total Time: If applicant has logged at least 40 hours of flight time in heavier than air aircraft, then the applicant must have logged at least 3 hours in gliders on the Private Pilot areas of operation, that includes:

- 1) Dual: 3 flights in a glider with an instructor within the <60 days prior to the practical test; and
- 2) Solo: 10 flights of solo flying in a glider.

### ***VIII. For an Airship Rating:***

Total Time: 36 hours which consists of at least-

A) Dual: 25 hours of flight training with an instructor on the Private Pilot areas of operation that includes:

- 1) 3 hours of X-C training in an airship; and
- 2) 3 hours of night flight training in an airship, that includes at least-
  - a) 1 X-C of over 25nm total distance; and
  - b) 5 T/O's and 5 landings with each involving a flight in the traffic pattern.
- 3) 3 hours of flight training by reference to maneuvering by instruments in an airship;
- 4) 3 hours of flight training in an airship within the <60 days prior to the practical test; and

B) Performing PIC: 5 hours performing the duties of a PIC in an airship with an authorized instructor on board.

### ***IX. For a Balloon Rating:***

Total Time: 10 hours of flight training that includes at least 6 flights with an instructor on the Private Pilot areas of operation,

which includes:

A) If the training is in a gas balloon, at least 2 flights of 2 hour each that includes---

- 1) Dual: 1 flight in a gas balloon, involving a controlled ascent to 3000' AGL;
- 2) Dual: 1 flight in a gas balloon in preparation for the practical test within the <60 days prior to the practical test; and
- 3) Performing PIC: 2 flights in a gas balloon performing the duties of the PIC.

or

B) If the training is in a balloon with an airborne heater, --

- 1) Dual: 2 flights of 1 hour each in a balloon with an airborne heater within the <60 days prior to the practical test;
- 2) Dual: 1 flight in a balloon with an airborne heater involving a controlled ascent to 2000' AGL; and
- 3) Solo: 1 solo flight in a balloon with airborne heater.

## **Commercial Pilot Certification**

**\*NOTE:** Except for Commercial Pilot applicants who complete a Part 141 approved Commercial Pilot Certification course of training, the "10 hours of solo flying . . . on the Commercial Pilot areas of operation" for the single engine airplane, multiengine airplane, helicopter, gyroplane, and powered lift ratings would need to reflect at least 20 hours of solo time in the "Solo" box on the "Airman Certificate and/or Rating Application," (FAA Form 8710-1) to account for the Private Pilot solo aeronautical experience. Additionally another exception, since §61.129(b)(4) permits Commercial Pilot applicants for the multiengine airplane rating to be either solo flight time or performing the duties of PIC with an instructor onboard, solo time in the "Solo" box on the "Airman Certificate and/or Rating Application," (FAA Form 8710-1) may only be 10 hours, but the "Pilot in Command" box would then need to reflect at least 110 hours to account for the pilot in command time [i.e., §61.129(b)(2)] and the ". . . or 10 hours of flight time performing the duties of pilot in command in a multiengine airplane with an authorized instructor [i.e., §61.129(b)(4)].

**\*\*NOTE:** Applicants for a commercial pilot certificate with the airplane single engine, airplane multiengine, helicopter, gyroplane, or powered-lift ratings and who already holds an instrument rating that is appropriate to the category and class rating sought are not required to accomplish an additional ". . . 10 hours of instrument training .

. .” as stated in §61.129(a)(3)(i); §61.129(b)(3)(i); §61.129(c)(3)(i); §61.129(d)(3)(i); and §61.129(e)(3)(i). However, the required commercial pilot training hours requirements [i.e., “. . . on the areas of operation listed in § 61.127 . . .”] of 20 hours in § 61.129(a)(3), (b)(3), (c)(3), (d)(3), and (e)(3) cannot be reduced to 10 hours.

**\*\*\*NOTE:** If an applicant already holds a commercial pilot certificate and an instrument rating, and is seeking an additional aircraft class rating within the same category of aircraft rating held by the applicant then that applicant [per § 61.63(c)(4)] “. . . Need not meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft class rating sought unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating; and . . .”]. Otherwise, that applicant need not accomplish an additional “. . . 10 hours of instrument training . . .”. However, the instructor will be expected to provide the applicant with enough instrument training in order for the applicant to demonstrate satisfactory proficiency and competency on Area of Operation VII Navigation.

**\*\*\*\*NOTE:** If an applicant is undergoing a combined Part 141 Commercial Pilot Certification and Instrument Rating approved course then that applicant need not accomplish an additional “. . . 10 hours of instrument training . . .”. Because in this situation, the applicant is getting instrument training and there would be no way, or need, to differentiate the instrument training required in the Instrument Rating course with the instrument training required in the Commercial Pilot Certification course.

#### ***X. For a Single Engine Airplane Rating:***

Total Time: 250 hours of flight time as a pilot that consists of at least:

- A) 100 hours in powered aircraft, of which 50 hours must be in airplanes.
- B) 100 hours of pilot-in-command flight time, that includes at least--
  - 1) 50 hours in airplanes; and
  - 2) 50 hours in X-C flying of which at least 10 hours must be in airplanes.
- C) Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1) 10 hours of instrument training of which at least 5 hours must be in a single engine airplane;
  - 2) 10 hours of training in a complex airplane or a turbine powered airplane;
  - 3) 1 X-C of 2 hrs in a SE airplane in day VFR conditions of a total straight line distance of > than 100nm from the departure point;
  - 4) 1 X-C of 2 hrs in a SE airplane in night VFR conditions of a total straight line distance of >than 100nm from the departure point;
  - 5) 3 hours of flight training in a single engine airplane within the <60 days prior to the practical test.

- \*D) Solo: 10 hrs of solo flight in a single engine airplane on the Commercial Pilot areas of operation, that includes--
  - 1) One X-C flight of not less than 300nm with landings with a min of 3 points, one of which is a straight line distance of  $\geq$  250nm; and
  - 2) 5 hours in night VFR conditions with 10 T/O's and landings at a controlled airport.

#### ***XI. For a Multiengine Airplane Rating:***

Total Time: 250 hours of flight time as a pilot that consists of at least:

- A) 100 hours in powered aircraft, of which 50 hours must be in airplanes.
- B) 100 hours of pilot-in-command flight time, that includes at least--
  - 1) 50 hours in airplanes; and
  - 2) 50 hours in X-C flying of which at least 10 hours must be in airplanes.
- C) Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1) 10 hours of instrument training of which at least 5 hours must be in a multiengine airplane;
  - 2) 10 hours of training in a complex multiengine airplane or turbine powered multiengine airplane;
  - 3) 1 X-C of 2 hrs in a ME airplane in day VFR conditions of a total straight line distance of > than 100nm from the departure point;
  - 4) 1 X-C of 2 hours in a ME airplane in night VFR conditions of a total straight line distance of >than 100nm from the depart point;
  - 5) 3 hours of flight training in a multiengine airplane within the <60 days prior to the practical test.

- \*D) Solo or Perf PIC: 10 hrs of solo flying or perf the duties as PIC with an instructor in a ME airplane on the Commercial Pilot areas of operation, that includes at least--

- 1) One X-C flight of not less than 300nm with landings with a min of 3 points, one of which is a straight line distance of  $\geq 250\text{nm}$ ; and
- 2) 5 hours in night VFR conditions with 10 T/O's and landings at a controlled airport.

**\*NOTE:** The 10 hours performing the duties as PIC with an instructor on board should be listed in the "Pilot in Command" column of the "Airman Certificate and/or Rating Application," (FAA Form 8710-1).

### ***XII. For a Powered-Lift Rating:***

Total Time: 250 hours of flight time as a pilot that consists of at least:

- A) 100 hours in powered aircraft, of which 50 hours must be in powered-lifts.
- B) 100 hours of pilot-in-command flight time, that includes at least--
  - 1) 50 hours in powered-lifts; and
  - 2) 50 hours in X-C flying of which at least 10 hours must be in powered-lifts.
- C) Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1) 10 hours of instrument training of which at least 5 hours must be in a powered-lift;
  - 2) 1 X-C of 2 hrs in a powered-lift in day VFR conditions of a total straight line distance of  $>$  than 100nm from the depart point;
  - 3) 1 X-C of 2 hrs in a powered-lift in night VFR conditions of a total straight line distance of  $>$  than 100nm from the depart point;
  - 4) 3 hours of flight training in a powered-lift within the  $<60$  days prior to the practical test.
- \*D) Solo: 10 hours of solo flight in a powered-lift on the Commercial Pilot areas of operation, that includes at least--
  - 1) One X-C flight of not less than 300nm with landings with a min of 3 points, one of which is a straight line distance of  $\geq 250\text{nm}$ ; and
  - 2) 5 hours in night VFR conditions with 10 T/O's and landings at a controlled airport.

### ***XIII. For a Helicopter Rating:***

Total Time: 150 hours of flight time as a pilot that consists of at least:

- A) 100 hours in powered aircraft, of which 50 hours must be in helicopters.
- B) 100 hours of pilot-in-command flight time, that includes at least--
  - 1) 35 hours in helicopters; and
  - 2) 10 hours in X-C flying in helicopters.
- C) Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1) 10 hours of instrument training in an aircraft;
  - 2) 1 X-C of 2 hrs in a helicopter in day VFR conditions of a total straight line distance of  $>$  than 50nm from the depart point;
  - 3) 1 X-C of 2 hrs in a helicopter in night VFR conditions of a total straight line distance of  $>$  than 50nm from the depart point;
  - 4) 3 hours of flight training in a helicopter within the  $<60$  days prior to the practical test.
- \*D) Solo: 10 hours of solo flying in a helicopter on the Comm. Pilot areas of operation, that includes at least--
  - 1) One X-C flight with 3 points of landings of a straight line distance of more than 50nm from original departure point; and
  - 2) 5 hours in night VFR conditions with 10 T/O's and landings at a controlled airport.

### ***XIV. For a Gyroplane Rating:***

Total Time: 150 hours of flight time as a pilot that consists of at least:

- A) 100 hours in powered aircraft, of which 25 hours must be in gyroplanes.
- B) 100 hours of pilot-in-command flight time, that includes at least--
  - 1) 10 hours in gyroplanes; and
  - 2) 3 hours in X-C flying in gyroplanes.
- C) Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1) 5 hours of instrument training in an aircraft;
  - 2) 1 X-C of 2 hrs in a gyroplane in day VFR conditions of a total straight line distance of  $>$  than 50nm from the depart point;

- 3) 1 X-C of 2 hrs in a gyroplane in night VFR conditions of a total straight line distance of > than 50nm from the depart point;
- 4) 3 hours of flight training in a gyroplane within the <60 days prior to the practical test.
- \*D) Solo: 10 hours of solo flying in a gyroplane on the Commercial Pilot areas of operation, that includes at least--
  - 1) One X-C flight with 3 points of landings of a straight-line distance of more than 50nm from original departure point; and
  - 2) 5 hours in night VFR conditions with 10 T/O's and landings at a controlled airport.

#### ***XV. For a Glider Rating***

Total Time: If the applicant has logged at least 25 hours in gliders that incl. at least 100 flights in glider as a PIC, then that applicant must have logged at least:

- A) 3 hours in gliders or 10 flights in gliders on the Commercial Pilot areas of operation that includes at least--
  - 1) Dual: 3 flights in a glider with an instructor within the <60 days prior to the practical test; and
  - 2) Solo: 2 hours of solo flying in a glider that includes 5 solo flights in a glider on the Comm. Pilot areas of operation.

or

Total Time: If the applicant has logged at least 200 hours as a pilot in heavier-than-air aircraft and 20 flights in gliders as a PIC, then that applicant must have logged at least:

- B) 3 hours in gliders or 10 flights in a glider on the Commercial Pilot areas of operation that includes at least--
  - 1) Dual: 3 flights in a glider with an instructor within the <60 days prior to the practical test; and
  - 2) Solo: 5 solo flights in a glider on the Commercial Pilot areas of operation.

#### ***XVI. For an Airship Rating:***

Total Time: Must have logged at 200 hours of flight time as a pilot that includes at least:

- A) 50 hours in airships;
- B) 30 hours of PIC time in airships that includes--
  - 1) 10 hours of X-C flying in an airship; and
  - 2) 10 hours of night time in airships.
- C) 40 hours of instrument time, which consists of 20 hours in flight of which 10 hours were in airships; and
- \*D) Dual: 20 hours of flight training in airships on the Commercial Pilot areas of operation, that includes—
  - 1) 3 hours of flight training in an airship within the <60 days prior to the practical test;
  - 2) 1 X-C of at least 1 hour in duration in an airship in day VFR conditions of > than 25nm total distance; and
  - 3) 1 X-C of at least 1 hour in duration in an airship in night VFR conditions of > than 25nm total distance.
- \*E) Perform PIC: 10 hrs in an airship performing duties as a PIC with an instructor on board on the CP areas of operation, that includes—
  - 1) 1 X-C flight in an airship; and
  - \*2) 5 hours in night VFR conditions with 10 T/O's and landings.

#### **NOTE:**

The “20 hours of flight training in airships” in paragraph \*D) should be listed in the “Instruction Received” column of the “Airman Certificate and/or Rating Application,” (FAA Form 8710-1);

The “10 hours in an airship performing the duties as a PIC with an instructor on board” in paragraph \*E) should be listed in the “Pilot-in-Command” column of the “Airman Certificate and/or Rating Application;” and

And the “5 hours in night VFR conditions with 10 T/O's and landings” in paragraph \*E) 2) shall be listed in the “Night Takeoff/landings” and Night Pilot in Command” columns of the “Airman Certificate and/or Rating Application.”

#### ***XVII. For a Balloon Rating:***

Total Time: Must of logged at least 35 hours of flight time as a pilot, that includes:

- A) 20 hours in balloons;

- B) 10 flights in balloons;
- C) 2 flights in balloons as a PIC; and
- D) 10 hours in balloons that includes at least 10 flights in balloons on the Commercial Pilot areas of operation,

which includes:

- 1) If the training is in a gas balloon--
  - a) Dual: 2 training flights of 2 hours each with an instructor in a gas balloon on the Commercial Pilot areas of operation within <60 days of the practical test;
  - b) Dual: 1 flight involving a controlled ascent to 5,000 feet AGL; and
  - c) Perform PIC: 2 flights performing the duties of PIC a gas balloon with an authorized instructor on the Comm. Pilot areas of operation.

or

- 2) If the training is in a balloon with an airborne heater—
  - a) Dual: 2 training flights of 1 hr each with an instructor in a balloon-airborne heater on the Commercial Pilot areas of operation within <60 days of the practical test;
  - b) Dual: 1 flight involving a controlled ascent to 3,000 feet AGL; and
  - c) Solo: 2 solo flights in a balloon with an airborne heater on the Commercial Pilot areas of operation; and

## Instrument Rating

### ***XVIII. For all instrument ratings.***

Total Time: Must have logged the following:

- A) At least 50 hrs of X-C flying as a PIC, of which at least 10 hrs must be in airplanes for an Instrument Airplane rating; and
- B) Total of 40 hours of actual or simulated instrument time on the Instrument areas of operation, that includes at least--
  - \*1) Dual: 15 hours of instrument training with an instructor in the aircraft category, that includes at least:
    - a) 3 hours of the instrument training were within the <60 days prior to the practical test; and
    - b) 1 IFR X-C flight  $\geq$  250nm ( $\geq$  100nm for helicopters) in the instrument-aircraft rating sought.

or, if for an

C) Additional instrument rating, 15 hours of instrument training with an instructor for the rating sought, that includes at least:

- 1) 1 IFR X-C flight  $\geq$  250nm ( $\geq$  100nm for helicopters) in the instrument-aircraft rating sought; and
- 2) 3 hours of the instrument training were within the <60 days prior to the practical test.

**\*NOTE:** Per §61.65(a)(1), must “Hold at least a current private pilot certificate with an airplane, helicopter, or powered-lift rating appropriate to the instrument rating sought;”

## Airline Transport Pilot Certification

**\*NOTE:** Pen and ink modifications can be made to the “Airman Certificate and/or Rating Application,” FAA Form 8710-1 to show the SIC time performing the duties of PIC used in conjunction with the PIC time to meet the PIC aeronautical experience requirements. As for example, a simple pen entry of a slash or a dash (e.g., PIC / SIC) in the “Pilot in Command” box of Section III of FAA Form 8710-1 can be used to show PIC time vs. SIC time.

### ***XIX. For an Airplane Ratings:***

Total Time - 1,500 hours that includes--



- A) 500 hours of X-C flying;
- B) 100 hours of night time;
- C) 75 hours of instrument time; and
- \*D) 250 hours in an airplane as a PIC, or as SIC performing the duties of PIC, or any combination thereof, that includes at least--
  - 1) 100 hours of X-C flying; and
  - 2) 25 hours of night time.

***XX. For a Helicopter Rating:***

Total Time - 1,200 hours that includes--

- A) 500 hours of X-C flying;
- B) 100 hours of night time, of which 15 hours were in helicopters;
- C) 75 hours of instrument time;
- \*D) 200 hours in a helicopter that includes 75 hrs of PIC time, or as SIC performing the duties of PIC, or any combination thereof; and
- E) 75 hours of instrument time, that includes 50 hours in flight with at least 25 hours in helicopters.

***XXI. For a Powered-Lift Rating:***

Total Time - 1,500 hours that includes--

- A) 500 hours of X-C flying;
- B) 100 hours of night time;
- C) 75 hours of instrument time; and
- \*D) 250 hrs of PIC time in an powered-lift as a PIC, or as SIC performing the duties of PIC, or any combination thereof, that incl. at least--
  - 1) 100 hours of X-C flying; and
  - 2) 25 hours of night time.

***XXII. For an additional Category Rating at the ATP level onto an existing ATP Certificate:***

- A) For an Airplane category rating in a SE or ME airplane - 250 hours of flight time in airplanes as a PIC, or as SIC performing the duties of PIC, or any combination thereof.
- B) For a Helicopter rating-200 hours of flight time in helicopters that includes 75 hours of PIC time, or as SIC performing the duties of PIC, or any combination thereof.
- C) For a Powered-Lift rating-250 hours of flight time in powered-lifts as a PIC, or as SIC performing the duties of PIC, or any combination thereof.

**Flight Instructor Certification and Flight Instructor-Instrument (Aircraft) Rating**

***XXIII. For all ratings: Have logged at least--***

- A) Dual: No specific min or max amount of time required, just so the applicant has received the appropriate training of §61.187.
- B) PIC: 15 hours as PIC in the category and class of aircraft for the flight instructor rating sought.

***XXIV. For additional flight instructor ratings: Have logged at least—***

- A) Dual: No specific min or max amount of time required, just so the applicant has received the appropriate training of §61.187.
- B) PIC: 15 hours as PIC in the category and class of aircraft for the flight instructor rating sought.

**Additional Category Rating per §61.63(b)  
[for other than ATP Privilege Level]**

**\*NOTE:** Applicants for a commercial pilot certificate with the airplane single engine, airplane multiengine, helicopter, gyroplane, or powered-lift ratings and who already holds an instrument rating that is appropriate to the category and class rating sought are not required to accomplish an additional “. . . 10 hours of instrument training . . .” as stated in §61.129(a)(3)(i); §61.129(b)(3)(i); §61.129(c)(3)(i); §61.129(d)(3)(i); and §61.129(e)(3)(i). However, the required commercial pilot training hours requirements [i.e., “. . . on the areas of operation listed in § 61.127 . . .”] of 20 hours in § 61.129(a)(3), (b)(3), (c)(3), (d)(3), and (e)(3) cannot be reduced to 10 hours.

**\*\*NOTE:** If an applicant already holds a commercial pilot certificate and an instrument rating and is seeking an additional aircraft class rating within the same category of aircraft rating held by the applicant then that applicant [per § 61.63(c)(4)] “. . . Need not meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft class rating sought unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating; and . . .”]. Otherwise, that applicant need not accomplish an additional “. . . 10 hours of instrument training . . .”. However, the instructor will be expected to provide the applicant with enough instrument training in order for the applicant to demonstrate satisfactory proficiency and competency on Area of Operation VII Navigation.

***XXV. An additional Airplane category rating for the Single Engine class rating at the Recreational Pilot Level:***

A) Dual: 15 hrs of flight training in a single engine airplane with an instructor on the Recreational Pilot areas of operation, that includes:

- 1) 2 hours of en route flight training to another airport in the SE airplane; and
  - 2) 3 hours of flight training in the SE airplane within the <60 days prior to the practical test.
- B) Solo: 3 hours of solo flying in the SE airplane on the Recreational Pilot areas of operation.

***XXVI. An additional Rotorcraft category rating for the Helicopter class rating at the Recreational Pilot Level:***

A) Dual: 15 hrs of flight training in a helicopter with an instructor on the Recreational. Pilot areas of operation, that includes:

- 1) 2 hours of en route flight training to another airport in a helicopter; and
  - 2) 3 hours of flight training in a helicopter within the <60 days prior to the practical test.
- B) Solo: 3 hours of solo flying on the Recreational Pilot areas of operation in a helicopter.

***XXVII. An additional Rotorcraft category rating for the Gyroplane class rating at the Recreational Pilot Level:***

A) Dual: 15 hrs of flight training in a gyroplane with an instructor on the Recreational. Pilot areas of operation, that includes:

- 1) 2 hours of en route flight training to another airport in a gyroplane; and
  - 2) 3 hours of flight training in a gyroplane within the <60 days prior to the practical test.
- B) Solo: 3 hours of solo flying on the Rec. Pilot areas of operation in a gyroplane.

***XXVIII. An additional Airplane category rating for the Single Engine class rating at the Private Pilot Level:***

A) Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation in a SE airplane, that includes:

- 1) 3 hours of X-C flight training in a SE airplane;
- 2) 3 hours of night flight training in a SE airplane, that includes at least-
  - a) 1 X-C flight of over 100nm total distance; and
  - b) 10 T/O's and 10 landings to a full stop at an airport.
- 3) 3 hours of flight training by reference to instruments in a SE airplane; and
- 4) 3 hours of flight training in a single engine airplane within the <60 days prior to the practical test.

B) Solo: 10 hours of solo flying on the Private Pilot areas of operation in a SE airplane, that includes:

- 1) 5 hours of solo X-C flying;
- 2) 1 solo X-C flight of at least 150nm total distance with 3 points and one segment of at least 50nm between T/O and landing; and
- 3) 3 T/O's and landings at a controlled airport.

***XXIX. An additional Airplane category rating for the Multiengine class rating at the Private Pilot Level:***

A) Dual: 20 hours of flight training with an instructor on the Private Pilot areas of operation in a ME airplane, that includes:

- 1) 3 hours of X-C flight training in a ME airplane;
  - 2) 3 hours of night flight training in a ME airplane, that includes at least-
    - a) 1 X-C flight of over 100nm total distance; and
    - b) 10 T/O's and 10 landings to a full stop at an airport.
  - 3) 3 hours of flight training by reference to instruments in a ME airplane; and
  - 4) 3 hours of flight training in a multiengine airplane within the <60 days prior to the practical test.
- B) Solo: 10 hours of solo flying on the Private Pilot areas of operation in a ME airplane, that includes:
- 1) 5 hours of solo X-C flying;
  - 2) 1 solo X-C flight of at least 150nm total distance with 3 points and one segment of at least 50nm between T/O and landing; and
  - 3) 3 T/O's and landings at a controlled airport.

***XXX. An additional category rating for the Powered-Lift rating at the Private Pilot Level:***

- A) Dual: 20 hours of flight training in a powered-lift with an instructor on the Private Pilot areas of operation that includes:
- 1) 3 hours of X-C flight training in a powered-lift;
  - 2) 3 hours of night flight training in a powered-lift, that includes at least-
    - a) 1 X-C flight of over 100nm total distance; and
    - b) 10 T/O's and 10 landings to a full stop at an airport.
  - 3) 3 hours of flight training by reference to instruments in a powered-lift; and
  - 4) 3 hours of flight training in a powered-lift within the <60 days prior to the practical test.
- B) Solo: 10 hours of solo flying in a powered-lift on the Private Pilot areas of operation, that includes:
- 1) 5 hours of solo X-C flying;
  - 2) 1 solo X-C flight of at least 150nm total distance with 3 points and one segment of at least 50nm between T/O and landing; and
  - 3) 3 T/O's and landings at a controlled airport.

***XXXI. An additional Rotorcraft category rating for the Helicopter class rating at the Private Pilot Level:***

- A) Dual: 20 hours of flight training in a helicopter with an instructor on the Private Pilot areas of operation that includes:
- 1) 3 hours of X-C flight training in a helicopter;
  - 2) 3 hours of night flight training in a helicopter, that includes at least-
    - a) 1 X-C flight of over 50nm total distance; and
    - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training in a helicopter within the <60 days prior to the practical test.
- B) Solo: 10 hours of solo flying in a helicopter on the Private Pilot areas of operation, that includes:
- 1) 3 hours of solo X-C flying;
  - 2) 1 solo X-C flight of at least 75nm total distance with 3 points and one segment of at least 25nm between T/O and landing; and
  - 3) 3 T/O's and landings at a controlled airport.

***XXXII. An additional Rotorcraft category rating for the Gyroplane class rating at the Private Pilot Level:***

- A) Dual: 20 hours of flight training in a gyroplane with an instructor on the Private Pilot areas of operation that includes:
- 1) 3 hours of X-C flight training in a gyroplane;
  - 2) 3 hours of night flight training in a gyroplane, that includes at least-
    - a) 1 X-C flight of over 50nm total distance; and
    - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training in a gyroplane within the <60 days prior to the practical test.
- B) Solo: 10 hours of solo flying in a gyroplane on the Private Pilot areas of operation, that includes:
- 1) 3 hours of solo X-C flying;
  - 2) 1 solo X-C flight of at least 75nm total distance with 3 points and one segment of at least 25nm between T/O and landing; and
  - 3) 3 T/O's and landings at a controlled airport.

**XXXIII. An additional Lighter-than Air category rating for the Airship class rating at the Private Pilot Level:**

A) Dual: 25 hours of flight training in an airship with an instructor on the Private Pilot areas of operation that includes:

- 1) 3 hours of X-C training in an airship; and
  - 2) 3 hours of night flight training in an airship, that includes at least-
    - a) 1 X-C of over 25nm total distance; and
    - b) 5 T/O's and 5 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training by reference to instruments in an airship;
  - 4) 3 hours of flight training in an airship within the <60 days prior to the practical test; and
- B) Performing PIC: 5 hours performing the duties of a PIC in an airship with an instructor on board.

**XXXIV. An additional category rating for the Glider rating at the Private Pilot Level:**

A) If applicant has not logged at least 40 hours of flight time in heavier than air aircraft (otherwise as in the case where the applicant's only holds a Lighter-than-Air category rating with an Airship or Balloon class rating), then the applicant must have logged at least 10 hours in gliders on the Private Pilot areas of operation that includes 20 flights in glider and includes at least—

- 1) Dual: 3 flights in a glider with an instructor within the <60 days prior to the practical test; and
- 2) Solo: 2 hours of solo flying in a glider.

or

B) If applicant has logged at least 40 hours of flight time in heavier than air aircraft (otherwise, the applicant already holds a category rating in powered aircraft), then the applicant must have logged at least 3 hours in gliders on the PP areas of operation, that includes:

- 1) Dual: 3 flights in a glider with an instructor within the <60 days prior to the practical test; and
- 2) Solo: 10 flights of solo flying in a glider.

**XXXV. An additional Lighter-than Air category rating for the Balloon class rating at the Private Pilot Level:**

Total time: 10 hours of flight training that includes at least 6 flights with an instructor on the Private Pilot areas of operation,

which includes:

A) If the training is for a gas balloon rating, at least 2 flights of 2 hour each that includes---

- 1) Dual: 1 flight in a gas balloon, involving a controlled ascent to 3000' AGL;
- 2) Dual: 1 flights in a gas balloon in preparation for the practical test within the <60 days prior to the practical test; and
- 3) Performing PIC: 2 flights in a gas balloon performing the duties of the PIC.

or

B) If the training is for a balloon rating with an airborne heater, --

- 1) Dual: 2 flights of 1 hour each in a balloon with an airborne heater within the <60 days prior to the practical test;
- 2) Dual: 1 flight in a balloon with an airborne heater involving a controlled ascent to 2000' AGL; and
- 3) Solo: 1 solo flight in a balloon with airborne heater.

**XXXVI. An additional Airplane category rating for the Single Engine class rating at the Commercial Pilot Level:**

Total time: At least 250 hours of flight time as a pilot that consists of at least:

- A) 100 hours in powered aircraft, of which 50 hours must be in airplanes.
- B) 100 hours of pilot-in-command flight time, that includes at least--
  - 1) 50 hours in airplanes; and
  - 2) 50 hours in X-C flying of which at least 10 hours must be in airplanes.

- C) Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1) 10 hours of instrument training of which at least 5 hours must be in a single engine airplane;
  - 2) 10 hours of training in a complex airplane;
  - 3) 1 X-C of at least 2 hours in a single engine airplane in day VFR conditions;
  - 4) 1 X-C of at least 2 hours in a single engine airplane in night VFR conditions; and
  - 5) 3 hours of flight training in a single engine airplane within the <60 days prior to the practical test.
- D) Solo: 10 hours of solo flight in a single engine airplane on the Comm. Pilot areas of operation, that includes--
  - 1) At least 1 X-C flight; and
  - 2) At least 5 hours in night VFR conditions with 10 T/O's and landings at a controlled airport.

***XXXVII. An additional Airplane category rating for the Multiengine class rating at the Commercial Pilot Level:***

Total time: At least 250 hours of flight time as a pilot that consists of at least:

- A) 100 hours in powered aircraft, of which 50 hours must be in airplanes.
- B) 100 hours of pilot-in-command flight time, that includes at least--
  - 1) 50 hours in airplanes; and
  - 2) 50 hours in X-C flying of which at least 10 hours must be in airplanes.
- C) Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1) 10 hours of instrument training of which at least 5 hours must be in a multiengine airplane;
  - 2) 10 hours of training in a complex multiengine airplane;
  - 3) 1 X-C of at least 2 hours in a multiengine airplane in day VFR conditions;
  - 4) 1 X-C of at least 2 hours in a multiengine airplane in night VFR conditions; and
  - 5) 3 hours of flight training in a multiengine airplane within the <60 days prior to the practical test.
- D) Solo: 10 hours of solo flight in a multiengine airplane on the Comm. Pilot areas of operation, that includes--
  - 1) At least 1 X-C flight; and
  - 2) At least 5 hours in night VFR conditions with 10 T/O's and landings at a controlled airport.

***XXXVIII. An additional Powered-Lift category rating at the Commercial Pilot Level:***

Total Time: 250 hours of flight time as a pilot that consists of at least:

- A) 100 hours in powered aircraft, of which 50 hours must be in powered-lifts.
- B) 100 hours of pilot-in-command flight time, that includes at least--
  - 1) 50 hours in powered-lifts; and
  - 2) 50 hours in X-C flying of which at least 10 hours must be in powered-lifts.
- C) Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1) 10 hours of instrument training of which at least 5 hours must be in a powered-lift;
  - 2) 1 X-C of at least 2 hours in a powered-lifts in day VFR conditions;
  - 3) 1 X-C of at least 2 hours in a powered-lift in night VFR conditions; and
  - 4) 3 hours of flight training in a powered-lift within the <60 days prior to the practical test.
- D) Solo: 10 hours of solo flight in a powered-lift on the Commercial Pilot areas of operation, that includes at least--
  - 1) One X-C flight; and
  - 2) 5 hours in night VFR conditions with 10 T/O's and landings at a controlled airport.

***XXXIX. An additional Rotorcraft category rating for the Helicopter class rating at the Commercial Pilot Level:***

Total Time: 150 hours of flight time as a pilot that consists of at least:

- A) 100 hours in powered aircraft, of which 50 hours must be in helicopters.
- B) 100 hours of pilot-in-command flight time, that includes at least--
  - 1) 35 hours in helicopters; and
  - 2) 10 hours in X-C flying in helicopters.
- C) Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1) 5 hours of instrument training in an aircraft;
  - 2) 1 X-C of at least 2 hours in a helicopter in day VFR conditions;
  - 3) 1 X-C of at least 2 hours in a helicopter in night VFR conditions; and
  - 4) 3 hours of flight training in a helicopter within the <60 days prior to the practical test.
- D) Solo: 10 hours of solo flying in a helicopter on the Comm. Pilot areas of operation, that includes at least--
  - 1) One X-C flight; and
  - 2) 5 hours in night VFR conditions with 10 T/O's and landings at a controlled airport.

***XL. An additional Rotorcraft category rating for the Gyroplane class rating at the Commercial Pilot Level:***

Total Time: 150 hours of flight time as a pilot that consists of at least:

- A) 100 hours in powered aircraft, of which 25 hours must be in gyroplanes.
- B) 100 hours of pilot-in-command flight time, that includes at least--
  - 1) 10 hours in gyroplanes; and
  - 2) 3 hours in X-C flying in gyroplanes.
- C) Dual: 20 hours of flight training on the Commercial Pilot areas of operation that includes at least--
  - 1) 5 hours of instrument training in an aircraft;
  - 2) 1 X-C of at least 2 hours in a gyroplane in day VFR conditions;
  - 3) 1 X-C of at least 2 hours in a gyroplane in night VFR conditions; and
  - 4) 3 hours of flight training in a gyroplane within the <60 days prior to the practical test.
- D) Solo: 10 hours of solo flying in a gyroplane on the Comm. Pilot areas of operation, that includes at least--
  - 1) One X-C flight; and
  - 2) 5 hours in night VFR conditions with 10 T/O's and landings at a controlled airport.

***XLI. An additional Glider category rating at the Commercial Pilot Level:***

- A) If the applicant has logged at least 25 hours in gliders that includes at least 100 flights in glider as a PIC, then that applicant must have logged at least 3 hours in gliders or 10 flights in gliders on the Commercial Pilot areas of operation that includes at least--
  - 1) Dual: 3 flights in a glider with an instructor within the <60 days prior to the practical test; and
  - 2) Solo: 2 hours of solo flying in a glider that includes 10 solo flights in a glider on the Comm. Pilot areas of operation.

or

- B) If the applicant has logged at least 200 hours as a pilot in heavier-than-air aircraft and 20 flights in gliders as a PIC, then that applicant must have logged at least 3 hours in gliders or 10 flights in a glider on the Commercial Pilot areas of operation that includes at least--
  - 1) Dual: 3 flights in a glider with an instructor within the <60 days prior to the practical test; and
  - 2) Solo: 5 solo flights in a glider on the Commercial Pilot areas of operation.

***XLII. An additional Lighter-than-Air category rating for the Airship class rating at the Commercial Pilot Level:***

Total Time: Must have logged at 200 hours of flight time as a pilot that includes at least:

- A) 50 hours in airships;
- B) 30 hours of PIC time in airships that includes--
  - 1) 10 hours of X-C flying in an airship; and
  - 2) 10 hours of night time in airships.
- C) 40 hours of instrument time, which consists of 20 hours in flight of which 10 hours were in airships; and
- D) Dual: 20 hours of flight training in airships on the Commercial Pilot areas of operation, that includes—
  - 1) 3 hours of flight training in an airship within the <60 days prior to the practical test;
  - 2) 1 X-C of at least 1 hour in duration in an airship in day VFR conditions; and
  - 3) 1 X-C of at least 1 hour in duration in an airship in night VFR conditions.
- E) Performing PIC: 10 hours in an airship performing the duties as a PIC with an instructor on the CP areas of operation, that including—
  - 1) 1 X-C flight in an airship; and
  - 2) 5 hours in night VFR conditions with 10 T/O's and landings.

***XLIII. An additional Lighter-than-Air category rating for the Balloon class rating at the Commercial Pilot Level:***

Total Time: Must of logged at least 35 hours of flight time as a pilot, that includes:

- A) 20 hours in balloons;
- B) 10 flights in balloons;
- C) 2 flights in balloons as a PIC; and

D) 10 hours in balloons that includes at least 10 flights in balloons on the Commercial Pilot areas of operation,

which includes:

- 1) If the training is in a gas balloon--
  - a) Dual: 2 training flights of 2 hrs each with an instructor in a gas balloon on the Comm. Pilot areas of operation within <60 days;
  - b) Dual: 1 flight involving a controlled ascent to 5,000 feet AGL; and
  - c) Performing PIC: 2 flights performing the duties of PIC in a gas balloon with an instructor on Commercial Pilot areas of operation.

or

- 2) If the training is in a balloon with an airborne heater—
  - a) Dual: 2 training flights of 1 hr each with an instructor in a balloon-airborne heater on the Comm. Pilot areas of operation within <60 days;
  - b) Dual: 1 flight involving a controlled ascent to 3,000 feet AGL; and
  - c) Solo: 2 solo flights in a balloon with an airborne heater on the Commercial Pilot areas of operation; and

## Additional Class Rating per §61.63(c) [for other than ATP Privilege Level]

**\*NOTE:** Applicants for a commercial pilot certificate with the airplane single engine, airplane multiengine, helicopter, gyroplane, or powered-lift ratings and who already holds an instrument rating that is appropriate to the category and class rating sought are not required to accomplish an additional “. . . 10 hours of instrument training . . .” as stated in §61.129(a)(3)(i); §61.129(b)(3)(i); §61.129(c)(3)(i); §61.129(d)(3)(i); and §61.129(e)(3)(i). However, the required commercial pilot training hours requirements [i.e., “. . . on the areas of operation listed in § 61.127 . . .”] of 20 hours in § 61.129(a)(3), (b)(3), (c)(3), (d)(3), and (e)(3) cannot be reduced to 10 hours.

**\*\*NOTE:** If an applicant already holds a commercial pilot certificate and instrument rating and is seeking an additional aircraft class rating within the same category of aircraft rating held by the applicant then that applicant [per § 61.63(c)(4)] “. . . Need not meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft class rating sought unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating; and . . .”]. Otherwise, that applicant need not accomplish an additional “. . . 10 hours of instrument training . . .”. However, the instructor will be expected to provide the applicant with enough instrument training in order for the applicant to demonstrate satisfactory proficiency and competency on Area of Operation VII Navigation.

**\*\*\*NOTE:** If an applicant is undergoing a combined Part 141 Commercial Pilot Certification and Instrument Rating approved course then that applicant need not accomplish an additional “. . . 10 hours of instrument training . . .”. Because in this situation, the applicant is getting instrument training and there would be no way, or need, to differentiate the instrument training required in the Instrument Rating course with the instrument training required in the Commercial Pilot Certification course.

### ***XLIV. For an additional class rating within the same category rating for the Helicopter or Gyroplane Ratings at the Rec. Pilot Level:***

A) Dual: No minimum or maximum amount of dual training has been established. The applicant's instructor shall determine the amount of training and the training required that will prepare the applicant for the practical test.

B) Solo: No minimum or maximum amount of solo training has been established. The applicant's instructor shall determine the amount of solo training and the solo training required that will prepare the applicant for the practical test.

***XLV. For an additional class rating within the same category rating for the SE Airplane, ME Airplane, Helicopter, Gyroplane, Airship, or Balloon Ratings at the Private Pilot Level:***

A) Dual: No minimum or maximum amount of dual training has been established. The applicant's instructor shall determine the amount of training and the training required that will prepare the applicant for the practical test.

B) Solo: No minimum or maximum amount of solo training has been established. The applicant's instructor shall determine the amount of solo training and the solo training required that will prepare the applicant for the practical test.

***XLVI. For an additional class rating within the same category rating for the SE Airplane, ME Airplane, Helicopter, Gyroplane, Airship, or Balloon Ratings at the Comm. Pilot Level:***

A) Dual: No minimum or maximum amount of dual training has been established. The applicant's instructor shall determine the amount of training and the training required that will prepare the applicant for the practical test.

B) Solo: No minimum or maximum amount of solo training has been established. The applicant's instructor shall determine the amount of solo training and the solo training required that will prepare the applicant for the practical test.



## Part 141 Minimum Flight Training & Solo Requirements & Maximum Usage of Flight Simulators & Flight Training Devices

### Appendix A – Recreational Pilot Certification Course

#### ***XLVII. Airplane single-engine course.***

Total: 30 hours that consists of at least:

- A) Dual: 15 hours in a single engine airplane on the Recreational Pilot areas of operations that includes-
  - 1) 2 hours to and at an airport more than 25 nm from the airport where applicant normally trains; and
  - 2) 3 hours of dual flight training in preparation for the practical test within the <60 days prior to the practical test.
- B) Solo: 3 hours in a single engine airplane on the Recreational Pilot areas of operations.

#### ***XLVIII. Rotorcraft helicopter course.***

Total: 30 hours that consists of at least:

- A) Dual: 15 hours in a helicopter on the Recreational Pilot areas of operations that includes-
  - 1) 2 hours to and at an airport more than 25 nm from the airport where applicant normally trains; and
  - 2) 3 hours of dual flight training in preparation for the practical test within the <60 days prior to the practical test
- B) Solo: 3 hours in a helicopter on the Recreational Pilot areas of operations

#### ***XLIX. Rotorcraft gyroplane course.***

Total: 30 hours that consists of at least:

- A) Dual: 15 hours in a gyroplane on the Recreational Pilot areas of operations that includes-
  - 1) 2 hours to and at an airport more than 25 nm from the airport where applicant normally trains; and
  - 2) 3 hours of dual flight training in preparation for the practical test within the <60 days prior to the practical test.
- B) Solo: 3 hours in a gyroplane on the Recreational Pilot areas of operations.

### Appendix B – Private Pilot Certification Course

**\*NOTE:** Where the rules require “. . . 3 hours of instrument training in a single engine airplane” or “. . . in a multiengine airplane” or “. . . in a powered-lift” it has to be in the aircraft in flight. IT CANNOT BE IN A FLIGHT SIMULATOR, FLIGHT TRAINING DEVICE, OR AN PCATC. IT HAS TO BE IN THE AIRCRAFT IN FLIGHT.

#### ***L. Airplane single-engine course.***

Total: 35 hours that consists of at least:

- A) Dual: 20 hours in a single engine airplane on the Private Pilot areas of operations that includes-
  - 1) 3 hours of X-C training;
  - 2) 3 hours night flight training;
    - a) 1 X-C flight of over 100 nm total distance; and
    - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of instrument training; and
  - 4) 3 hours of flight training in preparation for the practical test within the <60 days prior to the practical test.
- B) Solo: 5 hours in a single engine airplane on the Private Pilot areas of operations that includes-

- 1) 1 solo X-C flight of at least 150nm total distance with 3 points and one segment of at least 50nm between T/O and landing; and
- 2) 3 takeoffs and landings at an airport with an operating control tower.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

### ***LI. Airplane multiengine course.***

Total: 35 hours that consists of at least:

- A) Dual: 20 hours in a multiengine airplane on the Private Pilot areas of operations that includes-

- 1) 3 hours of X-C training;
- 2) 3 hours night flight training;
  - a) 1 X-C flight of over 100 nm total distance; and
  - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
- 3) 3 hours of instrument training; and
- 4) 3 hours of dual flight training in preparation for the practical test within the <60 days prior to the practical test.

- B) Solo: 5 hours in a multiengine airplane on the Private Pilot areas of operations that includes-

- 1) 1 solo X-C flight of at least 150nm total distance with 3 points and one segment of at least 50nm between T/O and landing; and
- 2) 3 takeoffs and landings at an airport with an operating control tower.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

### ***LII. Rotorcraft helicopter course.***

Total: 35 hours that consists of at least:

- A) Dual: 20 hours in a helicopter on the Private Pilot areas of operations that includes-

- 1) 3 hours of X-C training;
- 2) 3 hours night flight training that includes-
  - a) 1 X-C flight of over 50nm total distance; and
  - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
- 3) 3 hours of flight training in preparation for the practical test within the <60 days prior to the practical test

- B) Solo: 5 hours in a helicopter on the Private Pilot areas of operations that includes-

- 1) 1 solo X-C flight of at least 75nm total distance with 3 points and one segment of at least 25nm between T/O and landing; and
- 2) 3 T/O's and 3 landings at an airport with an operating control tower.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

### ***LIII. Rotorcraft gyroplane course.***

Total: 35 hours that consists of at least:

- A) Dual: 20 hours in a gyroplane on the Private Pilot areas of operations that includes-

- 1) 3 hours of X-C training;
- 2) 3 hours night flight training that includes-
  - a) 1 X-C flight of over 50nm total distance; and
  - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
- 3) 3 hours of flight training in preparation for the practical test within the <60 days prior to the practical test.

- B) Solo: 5 hours in a gyroplane on the Private Pilot areas of operations that includes-

- 1) 1 solo X-C flight of at least 75nm total distance with 3 points and one segment of at least 25nm between T/O and landing; and
- 2) 3 takeoffs and 3 landings at an airport with an operating control tower.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

**LIV. Powered-lift course.**

Total: 35 hours that consists of at least:

- A) Dual: 20 hours in a powered lift on the Private Pilot areas of operations that includes-
  - 1) 3 hours of X-C training;
  - 2) 3 hours night flight training that includes-
    - a) 1 X-C flight of over 100 nm total distance; and
    - b) 10 T/O's and 10 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of instrument training; and
  - 4) 3 hours of flight training in preparation for the practical test within the <60 days prior to the practical test.
- B) Solo: 5 hours in a powered-lift on the Private Pilot areas of operations that includes-
  - 1) 1 solo X-C flight of at least 150nm total distance with 3 points and one segment of at least 50nm between T/O and landing; and
  - 2) 3 takeoffs and landings at an airport with an operating control tower.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

**LV. Glider course.**

Total: 6 hours that consists of at least:

- A) Dual: 4 hours in a glider on the Private Pilot areas of operations that includes-
  - 1) 5 training flights on launch/tow procedures; and
  - 2) 3 flights in preparation for the practical test within the <60 days prior to the practical test.
- B) Solo: 2 flights in a glider on the Private Pilot areas of operations.

Max. usage of flight simulators = 0.8 hours

Max. usage of flight training devices = 0.6 hours

Max. combined usage of flight simulators and flight training devices = 0.8 hours

**LVI. Lighter-than-air airship course.**

Total: 35 hours that consists of at least:

- A) Dual: 20 hours in an airship on the Private Pilot areas of operations that includes-
  - 1) 3 hours of X-C training in an airship; and
  - 2) 3 hours of night flight training in an airship, that includes at least-
    - a) 1 X-C of over 25nm total distance; and
    - b) 5 T/O's and 5 landings with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training by reference to maneuvering by instruments in an airship;
  - 4) 3 hours of flight training in an airship within the <60 days prior to the practical test; and
- B) Acting as PIC with an Instructor on board: 5 hours in an airship on the Private Pilot areas of operations.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

**LVII. Lighter-than-air balloon course.**

A) If the training is for a gas balloon,

1) Dual: 8 hours of flight training that includes at least 5 training flights on the Private Pilot areas of operations involving:

- a) 2 flights of 1 hour each;
- b) 1 flight involving a controlled ascent to 3000' AGL; and
- c) 2 flights in preparation for the practical test within 60 days prior to the practical test.

2) Performing PIC: 2 flights performing the duties of a PIC with an authorized instructor on board on the Pvt. Pilot areas of operations.

or

B) If the training is for a hot air balloon—

1) Dual: 8 hours of flight training that includes at least 5 training flights on the Private Pilot areas of operations involving:

- a) 2 flights of 30 minutes each;
- b) 1 flight involving a controlled ascent to 2000' AGL; and
- c) 2 flights in preparation for the practical test within 60 days prior to the practical test.

2) Solo: 2 solo flights on the Private Pilot areas of operations.

Max. usage of flight simulators = 1 flight

Max. usage of flight training devices = 1 flight

Max. combined usage of flight simulators and flight training devices = 1 flight

## Appendix C – Instrument Rating Course

**LVIII. Total for initial instrument rating course** = 35 hours\* of instrument training, that includes training with an authorized instructor on the following areas of operation:

- (1) Preflight preparation;
- (2) Preflight procedures;
- (3) Air traffic control clearances and procedures;
- (4) Flight by reference to instruments;
- (5) Navigation systems;
- (6) Instrument approach procedures;
- (7) Emergency operations; and
- (8) Postflight procedures.

that includes,

A) Instrument — airplane.

Dual: 1 dual X-C of at least 250 nm in the applicable airplane category and class

B) Instrument — helicopter.

Dual: 1 dual X-C of at least 100 nm in a helicopter

C) Instrument — powered-lift.

Dual: 1 dual X-C of at least 250 nm in a powered-lift

\*NOTE: Notice, the “35 hours of instrument training” for the initial instrument rating course does not establish a certain amount of instrument training required from an authorized instructor. This is because Part 141, Appendix C does not dictate the breakdown of dual time and solo time for the initial instrument rating course. However, in accordance with §61.51(g)(4), an authorized instructor must be present to log instrument time in a flight simulator or an approved flight training device.

**LVIX. Total for an additional instrument rating course** = 15 hours\*\* of instrument training, that includes training with an authorized instructor on the following areas of operation:

- (1) Preflight preparation;
- (2) Preflight procedures;
- (3) Air traffic control clearances and procedures;
- (4) Flight by reference to instruments;
- (5) Navigation systems;
- (6) Instrument approach procedures;
- (7) Emergency operations; and
- (8) Postflight procedures.

that includes,

A) Instrument — airplane.

Dual: 1 dual X-C of at least 250 nm in the applicable airplane category and class

B) Instrument — helicopter.

Dual: 1 dual X-C of at least 100 nm in a helicopter

C) Instrument — powered-lift.

Dual: 1 dual X-C of at least 250 nm in a powered-lift

**\*\*NOTE:** Notice, the “15 hours of instrument training” for the additional instrument rating course does not establish a certain amount of instrument training required from an authorized instructor. This is because Part 141, Appendix C does not dictate the breakdown of dual time and solo time for the additional instrument rating course. However, in accordance with §61.51(g)(4), an authorized instructor must be present to log instrument time in a flight simulator or an approved flight training device.

	<u>Initial</u> / <u>Additional</u>
Maximum usage of flight simulators =	17.5 hours / 7.5 hours
Maximum usage of flight training devices =	14 hours / 6 hours
Max. combined usage of FS & FTD =	17.5 hours / 7.5 hours

## Appendix D – Commercial Pilot Certification Course

**\*NOTE:** If a student is enrolled in a commercial pilot certification course for the airplane single engine, airplane multiengine, helicopter, gyroplane, or powered-lift ratings and that student already holds an instrument rating that is appropriate to the category and class rating sought then that student need not accomplish the additional “. . . 5 hours of instrument training . . .” as stated in Part 141, Appendix D, paragraphs 4.(b)(1)(i), 4.(b)(2)(i), 4.(b)(3)(i), 4.(b)(4)(i), and 4.(b)(5)(i). However, the required commercial pilot training hours requirements [i.e., “. . . on the areas of operation listed in paragraph (d) . . .”] of 55 hours in paragraphs 4.(b)(1), 4.(b)(2), 4.(b)(3), 4.(b)(4), and 4.(b)(5) cannot be reduced to 50 hours. And the course will have to be specifically approved for enrolling students who already hold an instrument rating that is appropriate to aircraft category and class rating sought.

**\*\*NOTE:** If a student is undergoing a combined Part 141 Commercial Pilot Certification and Instrument Rating approved course then that student need not accomplish an additional “. . . 5 hours of instrument training . . .”. [i.e., Part 141, Appendix D, paragraphs 4.(b)(1)(i), 4.(b)(2)(i), 4.(b)(3)(i), 4.(b)(4)(i), and 4.(b)(5)(i)]. Because in this situation, the student is getting instrument training and there would be no way, or need, to differentiate the instrument training required in the Instrument Rating course with the instrument training required in the Commercial Pilot Certification course.

### ***LX. Airplane single-engine course.***

Total: 120 hours that consists of at least:

A) Dual: 55 hours on the Commercial Pilot Areas of Operation that includes--

- 1) 5 hours of instrument training in a single engine airplane;
- 2) 10 hours in a complex single engine airplane;
- 3) 1 X-C of 2 hours duration in day-VFR conditions in a single engine airplane;
- 4) 1 X-C of 2 hours duration in night-VFR conditions in a single engine airplane; and
- 5) 3 hrs of flight training in a single engine airplane in preparation for the practical test within the <60 days prior to the practical test.

B) Solo: 10 hours in a single engine airplane on the Commercial Pilot Areas of Operation that includes--

- 1) 1 X-C; and
- 2) 5 hours in night VFR conditions that includes 10 T/O's & landings at a controlled airport.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

#### ***LXI. Airplane multiengine course.***

Total: 120 hours that consists of at least:

A) Dual: 55 hours on the Commercial Pilot Areas of Operation that includes--

- 1) 5 hours of instrument training in a multiengine airplane;
- 2) 10 hours in a complex multiengine airplane;
- 3) 1 X-C of 2 hours duration in day-VFR conditions in a multiengine airplane;
- 4) 1 X-C of 2 hours duration in night-VFR conditions in a multiengine airplane;
- 5) 3 hrs of flight training in a multiengine airplane in preparation for the practical test within the <60 days prior to the practical test.

B) Solo or acting as PIC with an instructor on board: 10 hours in a multiengine airplane on the CP Areas of Operation that includes-

- 1) 1 X-C; and
- 2) 5 hours in night VFR conditions that includes 10 T/O's & landings at a controlled airport.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

#### ***LXII. Rotorcraft helicopter course.***

Total: 115 hours that consists of at least:

A) Dual: 30 hours on the Commercial Pilot areas of operations that includes-

- 1) 5 hours of instrument training;
- 2) 1 X-C of 2 hours duration in a helicopter in day-VFR conditions;
- 3) 1 X-C of 2 hours duration in a helicopter in night-VFR conditions; and
- 4) 3 hours of flight training in a helicopter in preparation for the practical test within the <60 days prior to the practical test.

B) Solo: 10 hours in a helicopter on the Commercial Pilot areas of operations that includes-

- 1) 1 X-C; and
- 2) 5 hours in night VFR conditions that includes 10 T/O's and landings at a controlled airport.

Max. usage of flight simulators = 9 hours

Max. usage of flight training devices = 6 hours

Max. combined usage of flight simulators and flight training devices = 9 hours

#### ***LXIII. Rotorcraft gyroplane course.***

Total: 115 hours that consists of at least:

A) Dual: 30 hours on the Commercial Pilot areas of operations that includes-

- 1) 5 hours of instrument training;
- 2) 1 X-C of 2 hours duration in a gyroplane in day-VFR conditions;
- 3) 1 X-C of 2 hours duration in a gyroplane in night-VFR conditions; and
- 4) 3 hours of flight training in a gyroplane in preparation for the practical test within the <60 days prior to the practical test.

B) Solo: 10 hours in a gyroplane on the Commercial Pilot areas of operations that includes-

- 1) 1 X-C; and
- 2) 5 hours in night VFR conditions that includes 10 T/O's and landings at a controlled airport.

Max. usage of flight simulators = 9 hours

Max. usage of flight training devices = 6 hours

Max. combined usage of flight simulators and flight training devices = 9 hours

#### ***LXIV. Powered-lift course.***

Total: 120 hours that consists of at least:

A) Dual: 55 hours on the Commercial Pilot Areas of Operation that includes—

- 1) 5 hours of instrument training in a powered-lift;

- 2) 1 X-C of 2 hours duration in day-VFR conditions in a powered-lift;
- 3) 1 X-C of 2 hours duration in night-VFR conditions in a powered-lift; and
- 4) 3 hrs of flight training in a powered-lift in preparation for the practical test within the <60 days prior to the practical test.

B) Solo: 10 hours in a powered-lift on the Commercial Pilot Areas of Operation that includes-

- 1) 1 X-C; and
- 2) 5 hours in night VFR conditions that includes 10 T/O's & landings at a controlled airport.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

#### ***LXV. Glider course.***

Total: 6 hours that consists of at least:

A) Dual: 4 hours in a glider on the Commercial Pilot Areas of Operation that includes-

- 1) 5 training flights on launch/tow procedures; and
- 2) 3 flights in preparation for the practical test within the <60 days prior to the practical test.

B) Solo: 5 flights in a glider.

Max. usage of flight simulators = 1.2 hours

Max. usage of flight training devices = 0.8 hours

Max. combined usage of flight simulators and flight training devices = 1.2 hours

#### ***LXVI. Lighter-than-air, Airship course.***

Total: 155 hours that consists of at least:

A) Dual: 55 hours in an airship on the Commercial Pilot Areas of Operation that includes-

- 1) 3 hours of instrument training;
- 2) 1 X-C of one hour duration in day-VFR conditions;
- 3) 1 X-C of one hour duration in night-VFR conditions; and
- 4) 3 hours of flight training in preparation for the practical test within the <60 days prior to the practical test.

B) Acting as PIC: 10 hrs in an airship with an authorized instructor on board on the Comm. Pilot Areas of Oper. that includes-

- 1) 1 X-C; and
- 2) 5 hours in night VFR conditions that includes 10 T/O's & landings at a controlled airport.

Max. usage of flight simulators = 6 hours

Max. usage of flight training devices = 4 hours

Max. combined usage of flight simulators and flight training devices = 6 hours

#### ***LXVII. Lighter-than-air balloon course.***

A) If the training is in a gas balloon—

- 1) Dual: 10 hours that includes 8 training flights on the Commercial Pilot Areas of Operations that includes-
  - a) 2 flights of 1 hour each;
  - b) 1 flight involving a controlled ascent to 5000' AGL; and
  - c) 2 flights in preparation for the practical test within the <60 days prior to the practical test

2) Acting as PIC: 2 flights acting as PIC with an Comm. Plt.-Airship on board on the Comm. Pilot Areas of Operation.

or

B) If the training is in a hot air balloon—

- 1) Dual: 10 hours that includes 8 training flight on the Commercial Pilot Areas of Operation that includes-
  - a) 2 flights of 30 minutes each;
  - b) 1 flight involving a controlled ascent to 3000' AGL; and
  - c) 2 flights in preparation for the practical test within the <60 days prior to the practical test.

2) Solo: 2 solo flights on the Commercial Pilot Areas of Operation.

Max. usage of flight simulators = 2 flights

Max. usage of flight training devices = 1 flight

Max. combined usage of flight simulators and flight training devices = 2 flights

### Appendix E - Airline Transport Pilot Certification Course

## **Appendix E – Airline Transport Pilot Certification Course**

### ***LXVIII. Airplane single-engine course.***

Total Dual = 25 hours on the ATP areas of operation in a SE airplane that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

### ***LXIX. Airplane multiengine course.***

Total Dual = 25 hs on the ATP areas of operation in a ME airplane that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

### ***LXXX. Rotorcraft helicopter course.***

Total Dual = 25 hours on the ATP areas of operation in a helicopter that includes 15 hours of instrument training .

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

### ***LXXXI. Powered-lift course.***

Total Dual = 25 hours on the ATP areas of operation in a powered-lift that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

## **Appendix F – Flight Instructor Certification Course**

### ***LXXXII. Airplane single-engine course.***

Total Dual = 25 hours on the flight instructor areas of operation in a single engine airplane

Max. usage of flight simulators = 2.5 hours

Max. usage of flight training devices = 1.25 hours

Max. combined usage of flight simulators and flight training devices = 2.5 hours

### ***LXXXIII. Airplane multiengine course.***

Total Dual = 25 hours on the flight instructor areas of operation in a multiengine airplane

Max. usage of flight simulators = 2.5 hours

Max. usage of flight training devices = 1.25 hours

Max. combined usage of flight simulators and flight training devices = 2.5 hours

### ***LXXXIV. Rotorcraft helicopter course.***

Total Dual = 25 hours on the flight instructor areas of operation in a helicopter

Max. usage of flight simulators = 2.5 hours

Max. usage of flight training devices = 1.25 hours

Max. combined usage of flight simulators and flight training devices = 2.5 hours



**LXXXV. Rotorcraft gyroplane course.**

Total Dual = 25 hours on the flight instructor areas of operation in a gyroplane

Max. usage of flight simulators = 2.5 hours

Max. usage of flight training devices = 1.25 hours

Max. combined usage of flight simulators and flight training devices = 2.5 hours

**LXXXVI. Powered-Lift course.**

Total Dual = 25 hours on the flight instructor areas of operation in a powered-lift

Max. usage of flight simulators = 2.5 hours

Max. usage of flight training devices = 1.25 hours

Max. combined usage of flight simulators and flight training devices = 2.5 hours

**LXXXVII. Glider category course.**

Total Dual = 10 hours on the flight instructor areas of operation in a glider that includes 10 flights in a glider

Max. usage of flight simulators = 1 hour

Max. usage of flight training devices = 0.5 hours

Max. combined usage of flight simulators and flight training devices = 1 hour

## **Appendix G – CFI-Instrument (for an A-I, H-I, or PL- I Instructor Rating) Certification Course**

**LXXXVIII. Flight Instructor Instrument — Airplane course.**

Total Dual = 15 hours on the Instrument Flight Instructor areas of operation in the applicable airplane

Max. usage of flight simulators = 1.5 hours

Max. usage of flight training devices = 0.75 hours

Max. combined usage of flight simulators and flight training devices = 1.5 hours

**LXXXIX. Flight Instructor Instrument — Helicopter course.**

Total Dual = 15 hours on the Instrument Flight Instructor areas of operation in a helicopter

Max. usage of flight simulators = 1.5 hours

Max. usage of flight training devices = 0.75 hours

Max. combined usage of flight simulators and flight training devices = 1.5 hours

**XC. Flight Instructor Instrument — Powered-lift course.**

Total Dual = 15 hours on the Instrument Flight Instructor areas of operation in a powered-lift

Max. usage of flight simulators = 1.5 hours

Max. usage of flight training devices = 0.75 hours

Max. combined usage of flight simulators and flight training devices = 1.5 hours

## **Appendix I – Additional Aircraft Category or Class Rating Course**

**\*NOTE:** No solo time is required in the curriculums for the additional category or class rating under Part 141. Per Appendix I, paragraph 4, it states ". . . include the flight training time requirements and flight training on the areas of operation that are specific to that aircraft category and class rating and pilot certificate level for which the course applies as required in appendix A, B, D, or E of this part. . ." Notice in Appendix I, there is no paragraph 5 titled "5. Solo Training" present as is the case in Appendix A, B, and D of Part 141. The words ". . . include the flight training time requirements and flight training . . ." in appendix I, paragraph 4 were written that way intentionally. This provision only applies if the training was conducted in an approved course under appendix I of

## Part 141.

**\*\*NOTE:** If a student is enrolled in a commercial pilot certification course for the airplane single engine, airplane multiengine, helicopter, gyroplane, or powered-lift ratings and that student already holds an instrument rating that is appropriate to the category and class rating sought then that student need not accomplish the additional “. . . 5 hours of instrument training . . .” as stated in Part 141, Appendix D, paragraphs 4.(b)(1)(i), 4.(b)(2)(i), 4.(b)(3)(i), 4.(b)(4)(i), and 4.(b)(5)(i). However, the required commercial pilot training hours requirements [i.e., “. . . on the areas of operation listed in paragraph (d) . . .”] of 55 hours in paragraphs 4.(b)(1), 4.(b)(2), 4.(b)(3), 4.(b)(4), and 4.(b)(5) cannot be reduced to 50 hours. And the course will have to be specifically approved for enrolling students who already hold an instrument rating that is appropriate to aircraft category and class rating sought.

**\*\*\*NOTE:** If a student is undergoing a combined Part 141 Commercial Pilot Certification and Instrument Rating approved course then that student need not accomplish an additional “. . . 5 hours of instrument training . . .” [i.e., Part 141, Appendix D, paragraphs 4.(b)(1)(i), 4.(b)(2)(i), 4.(b)(3)(i), 4.(b)(4)(i), and 4.(b)(5)(i)]. Because in this situation, the student is getting instrument training and there would be no way, or need, to differentiate the instrument training required in the Instrument Rating course with the instrument training required in the Commercial Pilot Certification course.

**\*\*\*\*NOTE:** If a student already holds a commercial pilot certificate and an instrument rating, and is seeking an additional aircraft class rating at the commercial pilot certificate level that is within the same category of aircraft rating held by the student then that student [per § 61.63(c)(4)] “. . . Need not meet the specified training time requirements prescribed by this part that apply to the pilot certificate for the aircraft class rating sought unless the person holds a lighter-than-air category rating with a balloon class rating and is seeking an airship class rating; and . . .”]. Otherwise, that student need not accomplish an additional “. . . 5 hours of instrument training . . .”. However, the instructor will be expected to provide the student with enough instrument training in order for the applicant to demonstrate satisfactory proficiency and competency on Area of Operation VII Navigation. And the course will have to be specifically approved for enrolling students who already hold an instrument rating that is appropriate to aircraft category and class rating sought.

***XCI. Additional category and class rating in an airplane category and a single engine class course***

A) Rec. Pilot Level: Dual - 15 hours of flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(1), that includes-

- 1) 2 hours in a SE airplane to and at an airport more than 25 nm from the airport where the applicant normally trains; and
- 2) 3 hours of flight training in a SE airplane in preparation for the practical test within the <60 days prior to the practical test.

B) Private Pilot Level: Dual - 20 hours of flight training. on the areas of operations of Part 141, Appendix B, para 4.(d)(1), that includes-

- 1) 3 hours of X-C training in a SE airplane;
- 2) 3 hours of night flight training in a SE airplane;
  - a) 1 X-C flight of over 100 nm total distance in a SE airplane; and
  - b) 10 T/O's and 10 landings in a SE airplane with each involving a flight in the traffic pattern.
- 3) 3 hours of instrument training in a SE airplane; and
- 4) 3 hours of flight training in a SE airplane in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

C) Comm. Pilot Level: Dual - 55 hours of flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(1), that incl.-

- 1) 5 hours of instrument training in a SE airplane;
- 2) 10 hours in a complex single engine airplane;

- 3) 1 X-C in a SE airplane of 2 hours duration in day-VFR conditions;
  - 4) 1 X-C in a SE airplane of 2 hours duration in night-VFR conditions; and
  - 5) 3 hrs of flight training in a SE airplane in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 16.5 hours  
 Max. usage of flight training devices = 11 hours  
 Max. combined usage of flight simulators and flight training devices = 16.5 hours

D) ATP Level: Dual - 25 hours flight training in a SE airplane on the areas of operation of Part 141, Appendix E, paragraph 4.(c), that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours  
 Max. usage of flight training devices = 6.25 hours  
 Max. combined usage of flight simulators and flight training devices = 12.5 hours

***XCII. Additional category and class rating in an airplane category and a multiengine class course***

A) Private Pilot Level: Dual - 20 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(2), that includes-

- 1) 3 hours of X-C training in a ME airplane;
  - 2) 3 hours of night flight training in a ME airplane;
    - a) 1 X-C flight of over 100 nm total distance in a ME airplane; and
    - b) 10 T/O's and 10 landings in a ME airplane with each involving a flight in the traffic pattern.
  - 3) 3 hours of instrument training in a ME airplane; and
  - 4) 3 hours of flight training in a ME airplane in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 4 hours  
 Max. usage of flight training devices = 3 hours  
 Max. combined usage of flight simulators and flight training devices = 4 hours

B) Commercial Pilot Level: Dual - 55 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(2), that includes-

- 1) 5 hours of instrument training in a ME airplane;
  - 2) 10 hours in a complex multiengine airplane;
  - 3) 1 X-C of 2 hours duration in day-VFR conditions in a ME airplane;
  - 4) 1 X-C of 2 hours duration in night-VFR conditions in a ME airplane; and
  - 5) 3 hours of flight training in a ME airplane in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 16.5 hours  
 Max. usage of flight training devices = 11 hours  
 Max. combined usage of flight simulators and flight training devices = 16.5 hours

C) At the ATP Level: Dual - 25 hours flight training in a ME airplane on the areas of operation of Part 141, Appendix E, paragraph 4.(c) that includes 15 hours of instrument training

- Max. usage of flight simulators = 12.5 hours  
 Max. usage of flight training devices = 6.25 hours  
 Max. combined usage of flight simulators and flight training devices = 12.5 hours

***XCIII. Additional category and class rating in a rotorcraft category and a helicopter class course***

A) Recreational Pilot Level: Dual - 15 hours of flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(2), that includes-

- 1) 2 hours in a helicopter to and at an airport more than 25 nm from the airport where applicant normally trains; and
- 2) 3 hours of dual flight training in preparation for the practical test within the <60 days prior to the practical test.

B) Private Pilot Level: Dual - 20 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(3), that includes-

- 1) 3 hours of X-C training in a helicopter;
  - 2) 3 hours of night flight training in a helicopter;
    - a) 1 X-C flight in a helicopter of over 50nm total distance; and
    - b) 10 T/O's and 10 landings in a helicopter with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training in a helicopter in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 4 hours  
 Max. usage of flight training devices = 3 hours  
 Max. combined usage of flight simulators and flight training devices = 4 hours

C) Commercial Pilot Level: Dual - 30 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(3), that includes-

- 1) 5 hours of instrument training;
  - 2) 1 X-C in a helicopter of 2 hours duration in day-VFR conditions;
  - 3) 1 X-C in a helicopter of 2 hours duration in night-VFR conditions; and
  - 4) 3 hours of flight training in a helicopter in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 9 hours  
 Max. usage of flight training devices = 6 hours  
 Max. combined usage of flight simulators and flight training devices = 9 hours

D) ATP Level: Dual - 25 hours of flight training in a helicopter on the areas of operation of Part 141, Appendix E, paragraph 4.(c) that includes 15 hours of instrument training.

- Max. usage of flight simulators = 12.5 hours  
 Max. usage of flight training devices = 6.25 hours  
 Max. combined usage of flight simulators and flight training devices = 12.5 hours

***XCIV. Additional category and class rating in a rotorcraft category and a gyroplane class course***

A) Recreational Pilot Level: Dual - 15 hours flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(3), that includes-

- 1) 2 hours in a gyroplane to and at an airport more than 25 nm from the airport where applicant normally trains; and
- 2) 3 hours of dual flight training in a gyroplane in preparation for the practical test within the <60 days prior to the practical test.

B) Private Pilot Level: Dual - 20 hrs flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(4), that includes-

- 1) 3 hours of X-C training in a gyroplane;
  - 2) 3 hours of night flight training in a gyroplane;
    - a) 1 X-C flight in a gyroplane of over 50nm total distance; and
    - b) 10 T/O's and 10 landings in a gyroplane with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training in a gyroplane in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 4 hours  
 Max. usage of flight training devices = 3 hours  
 Max. combined usage of flight simulators and flight training devices = 4 hours

C) Commercial Pilot Level: Dual - 30 hrs flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(4), that includes-

- 1) 5 hours of instrument training;
  - 2) 1 X-C in a gyroplane of 2 hours duration in day-VFR conditions;
  - 3) 1 X-C in a gyroplane of 2 hours duration in night-VFR conditions; and
  - 4) 3 hours of flight training in a gyroplane in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 9 hours

Max. usage of flight training devices = 6 hours

Max. combined usage of flight simulators and flight training devices = 9 hours

***XCV. Additional category rating in a powered-lift category course***

A) Private Pilot Level: Dual - 20 hrs flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(5), that includes-

- 1) 3 hours of X-C training in a powered-lift;
- 2) 3 hours of night flight training in a powered-lift;
  - a) 1 X-C flight in a powered-lift of over 100 nm total distance; and
  - b) 10 T/O's and 10 landings in a powered-lift with each involving a flight in the traffic pattern.
- 3) 3 hours of instrument training in a powered-lift; and
- 4) 3 hours of flight training in a powered-lift in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

B) Comm. Pilot Level = Dual - 55 hrs flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(5), that includes-

- 1) 5 hours of instrument training;
- 2) 1 X-C in a powered-lift of 2 hours duration in day-VFR conditions;
- 3) 1 X-C in a powered-lift of 2 hours duration in night-VFR conditions; and
- 4) 3 hours of flight training in a powered-lift in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 16.5 hours

Max. usage of flight training devices = 11 hours

Max. combined usage of flight simulators and flight training devices = 16.5 hours

C) ATP Level = Dual: 25 hours flight training in a powered-lift on the areas of operation of Part 141, Appendix E, paragraph 4.(c) that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

***XCVI. Additional category rating in a glider category course***

A) Private Pilot Level: Dual - 4 hours of flight training in a glider on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(6) that includes-

- 1) 5 training flights on launch/tow procedures; and
- 2) 3 flights in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 0.8 hours

Max. usage of flight training devices = 0.6 hours

Max. combined usage of flight simulators and flight training devices = 0.8 hours

B) Commercial Pilot Level: Dual - 4 hours of flight training in a glider on the areas of operation of Part 141, Appendix D, paragraph 4.(d)(6), that includes-

- 1) 5 training flights on launch/tow procedures; and
- 2) 3 flights in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 0.8 hours

Max. usage of flight training devices = 0.6 hours

Max. combined usage of flight simulators and flight training devices = 0.8 hours

***XCVII. Additional category and class rating in a lighter-than-air category and airship class course***

A) Private Pilot Level: Dual - 20 hours of flight training on the areas of operation of Part 141, Appendix B, paragraph 4.(d)(7), that includes-

- 1) 3 hours of X-C training in an airship;

- 2) 3 hours of night flight training in an airship that includes-
    - a) 1 X-C of over 25 nm; and
    - b) 5 takeoffs and landings.
  - 3) 3 hours of instrument training in an airship; and
  - 4) 3 hours of flight training in an airship in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 4 hours  
 Max. usage of flight training devices = 3 hours  
 Max. combined usage of flight simulators and flight training devices = 4 hours

B) Commercial Pilot Level: Dual - 55 hours of flight training on the areas of operation of Part 141, Appendix D, paragraph 4.(d)(7), that includes-

- 1) 3 hours of instrument training in an airship;
  - 2) 1 X-C in an airship of one hour duration in day-VFR conditions;
  - 3) 1 X-C in an airship of one hour duration in night-VFR conditions; and
  - 4) 3 hours of flight training in an airship in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 16.5 hours  
 Max. usage of flight training devices = 11 hours  
 Max. combined usage of flight simulators and flight training devices = 16.5 hours

***XCVIII. Additional category and class rating in a lighter-than-air category and balloon class course***

A) Private Pilot Level for training for a gas balloon rating--

- 1) Dual: 8 hours of flight training that includes at least 5 training flights on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(8), that incl-
    - a) 2 flights of 1 hour each;
    - b) 1 flight involving a controlled ascent to 3000' AGL; and
    - c) 2 flights in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 1.6 hours  
 Max. usage of flight training devices = 1.2 hours  
 Max. combined usage of flight simulators and flight training devices = 1.6 hours

B) Commercial Pilot Level for training for a gas balloon rating--

- 1) Dual: 10 hours of flight training that includes at least 8 training flights on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(8), that includes-
    - a) 2 flights of 1 hour each;
    - b) 1 flight involving a controlled ascent to 5000' AGL; and
    - c) 2 flights in preparation for the practical test within the <60 days prior to the practical test
- Max. usage of flight simulators = 3 hours  
 Max. usage of flight training devices = 2 hours  
 Max. combined usage of flight simulators and flight training devices = 3 hours

C) Private Pilot Level for training for a hot air balloon rating--

- 1) Dual: 8 hours of flight training that includes at least 5 training flights on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(8), that incl-
    - a) 2 flights of 30 minutes each;
    - b) 1 flight involving a controlled ascent to 2000' AGL; and
    - c) 2 flights in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 1.6 hours  
 Max. usage of flight training devices = 1.2 hours  
 Max. combined usage of flight simulators and flight training devices = 1.6 hours

D) Commercial Pilot Level for training for a hot air balloon rating--

- 1) Dual: 10 hours of flight training that includes 8 training flight on the areas of operation of Part 141, Appendix D, paragraph 4.(d)(8), that incl-

- a) 2 flights of 30 minutes each;
  - b) 1 flight involving a controlled ascent to 3000' AGL; and
  - c) 2 flights in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 3 hours  
 Max. usage of flight training devices = 2 hours  
 Max. combined usage of flight simulators and flight training devices = 3 hours

## **Appendix I – Additional Aircraft Class Rating Course that is within the same aircraft category**

### ***XCIV. Additional class rating in an airplane category and a single engine class course***

A) Rec. Pilot Level: Dual - 3 hours of flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(1), that includes-

- 1) 2 hours in a SE airplane to and at an airport more than 25 nm from the airport where the applicant normally trains; and
- 2) 3 hours of flight training in a SE airplane in preparation for the practical test within the <60 days prior to the practical test.

B) Private Pilot Level: Dual - 3 hours of flight training. on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(1), that includes-

- 1) 3 hours of X-C training in a SE airplane;
- 2) 3 hours of night flight training in a SE airplane;
  - a) 1 X-C flight of over 100 nm total distance in a SE airplane; and
  - b) 10 T/O's and 10 landings in a SE airplane with each involving a flight in the traffic pattern.
- 3) 3 hours of instrument training in a SE airplane; and
- 4) 3 hours of flight training in a SE airplane in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 0.6 hour

Max. usage of flight training devices = 0.4 hour

Max. combined usage of flight simulators and flight training devices = 0.6 hour

C) Comm. Pilot Level: Dual - 10 hours of flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(1), that incl.-

- 1) 5 hours of instrument training in a SE airplane;
- 2) 10 hours in a complex single engine airplane;
- 3) 1 X-C in a SE airplane of 2 hours duration in day-VFR conditions;
- 4) 1 X-C in a SE airplane of 2 hours duration in night-VFR conditions; and
- 5) 3 hrs of flight training in a SE airplane in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 3 hours

Max. usage of flight training devices = 2 hours

Max. combined usage of flight simulators and flight training devices = 3 hours

D) ATP Level: Dual - 25 hours flight training in a SE airplane on the areas of operation of Part 141, Appendix E, paragraph 4.(c), that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

### ***XCV. Additional class rating in an airplane category and a multiengine class course***

A) Private Pilot Level: Dual - 3 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(2), that includes-

- 1) 3 hours of X-C training in a ME airplane;
  - 2) 3 hours of night flight training in a ME airplane;
    - a) 1 X-C flight of over 100 nm total distance in a ME airplane; and
    - b) 10 T/O's and 10 landings in a ME airplane with each involving a flight in the traffic pattern.
  - 3) 3 hours of instrument training in a ME airplane; and
  - 4) 3 hours of flight training in a ME airplane in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 0.6 hour  
 Max. usage of flight training devices = 0.4 hour  
 Max. combined usage of flight simulators and flight training devices = 0.6 hour

B) Commercial Pilot Level: Dual - 10 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(2), that includes-

- 1) 5 hours of instrument training in a ME airplane;
  - 2) 10 hours in a complex multiengine airplane;
  - 3) 1 X-C of 2 hours duration in day-VFR conditions in a ME airplane;
  - 4) 1 X-C of 2 hours duration in night-VFR conditions in a ME airplane; and
  - 5) 3 hours of flight training in a ME airplane in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 3 hours  
 Max. usage of flight training devices = 2 hours  
 Max. combined usage of flight simulators and flight training devices = 3 hours

C) At the ATP Level: Dual - 25 hours flight training in a ME airplane on the areas of operation of Part 141, Appendix E, paragraph 4.(c) that includes 15 hours of instrument training

- Max. usage of flight simulators = 12.5 hours  
 Max. usage of flight training devices = 6.25 hours  
 Max. combined usage of flight simulators and flight training devices = 12.5 hours

***XCVI. Additional class rating in a rotorcraft category and a helicopter class course***

A) Recreational Pilot Level: Dual - 3 hours of flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(2), that includes-

- 1) 2 hours in a helicopter to and at an airport more than 25 nm from the airport where applicant normally trains; and
- 2) 3 hours of dual flight training in preparation for the practical test within the <60 days prior to the practical test.

B) Private Pilot Level: Dual - 3 hours flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(3), that includes-

- 1) 3 hours of X-C training in a helicopter;
  - 2) 3 hours of night flight training in a helicopter;
    - a) 1 X-C flight in a helicopter of over 50nm total distance; and
    - b) 10 T/O's and 10 landings in a helicopter with each involving a flight in the traffic pattern.
  - 3) 3 hours of flight training in a helicopter in preparation for the practical test within the <60 days prior to the practical test.
- Max. usage of flight simulators = 0.6 hour  
 Max. usage of flight training devices = 0.4 hour  
 Max. combined usage of flight simulators and flight training devices = 0.6 hour

C) Commercial Pilot Level: Dual - 5 hours flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(3), that includes-

- 1) 5 hours of instrument training;
- 2) 1 X-C in a helicopter of 2 hours duration in day-VFR conditions;
- 3) 1 X-C in a helicopter of 2 hours duration in night-VFR conditions; and
- 4) 3 hours of flight training in a helicopter in preparation for the practical test within the <60 days prior to the practical test.



Max. usage of flight simulators = 1 hour

Max. usage of flight training devices = 0.7 hour

Max. combined usage of flight simulators and flight training devices = 1 hour

D) ATP Level: Dual - 25 hours of flight training in a helicopter on the areas of operation of Part 141, Appendix E, paragraph 4.(c) that includes 15 hours of instrument training.

Max. usage of flight simulators = 12.5 hours

Max. usage of flight training devices = 6.25 hours

Max. combined usage of flight simulators and flight training devices = 12.5 hours

***XC VII. Additional class rating in a rotorcraft category and a gyroplane class course***

A) Recreational Pilot Level: Dual - 3 hours flight training on the areas of operations of Part 141, Appendix A, paragraph 4.(c)(3), that includes-

1) 2 hours in a gyroplane to and at an airport more than 25 nm from the airport where applicant normally trains; and

2) 3 hours of dual flight training in a gyroplane in preparation for the practical test within the <60 days prior to the practical test.

B) Private Pilot Level: Dual - 3 hrs flight training on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(4), that includes-

1) 3 hours of X-C training in a gyroplane;

2) 3 hours of night flight training in a gyroplane;

a) 1 X-C flight in a gyroplane of over 50nm total distance; and

b) 10 T/O's and 10 landings in a gyroplane with each involving a flight in the traffic pattern.

3) 3 hours of flight training in a gyroplane in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 0.6 hour

Max. usage of flight training devices = 0.4 hour

Max. combined usage of flight simulators and flight training devices = 0.6 hour

C) Commercial Pilot Level: Dual - 5 hrs flight training on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(4), that incl-

1) 5 hours of instrument training;

2) 1 X-C in a gyroplane of 2 hours duration in day-VFR conditions;

3) 1 X-C in a gyroplane of 2 hours duration in night-VFR conditions; and

4) 3 hours of flight training in a gyroplane in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 1 hour

Max. usage of flight training devices = 0.7 hour

Max. combined usage of flight simulators and flight training devices = 1 hour

***XC VIII. Additional class rating in a lighter-than-air category and airship class course***

A) Private Pilot Level: Dual - 20 hours of flight training on the areas of operation of Part 141, Appendix B, paragraph 4.(d)(7), that includes-

1) 3 hours of X-C training in an airship;

2) 3 hours of night flight training in an airship that includes-

a) 1 X-C of over 25 nm; and

b) 5 takeoffs and landings.

3) 3 hours of instrument training in an airship; and

4) 3 hours of flight training in an airship in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 4 hours

Max. usage of flight training devices = 3 hours

Max. combined usage of flight simulators and flight training devices = 4 hours

B) Commercial Pilot Level: Dual - 55 hours of flight training on the areas of operation of Part 141, Appendix D, paragraph 4.(d)(7), that includes-

- 1) 3 hours of instrument training in an airship;
- 2) 1 X-C in an airship of one hour duration in day-VFR conditions;
- 3) 1 X-C in an airship of one hour duration in night-VFR conditions; and
- 4) 3 hours of flight training in an airship in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 16.5 hour

Max. usage of flight training devices = 11 hour

Max. combined usage of flight simulators and flight training devices = 16.5 hour

***XCIX. Additional class rating in a lighter-than-air category and balloon class course***

A) Private Pilot Level for training for a gas balloon rating--

1) Dual: 8 hours of flight training that includes at least 5 training flights on the areas of operations of Part 141, Appendix B,

paragraph 4.(d)(8), that including-

- a) 2 flights of 1 hour each;
- b) 1 flight involving a controlled ascent to 3000' AGL; and
- c) 2 flights in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 1.6 hours

Max. usage of flight training devices = 1.2 hours

Max. combined usage of flight simulators and flight training devices = 1.6 hours

B) Commercial Pilot Level for training for a gas balloon rating--

1) Dual: 10 hours of flight training that includes at least 8 training flights on the areas of operations of Part 141, Appendix D, paragraph 4.(d)(8), that includes-

- a) 2 flights of 1 hour each;
- b) 1 flight involving a controlled ascent to 5000' AGL; and
- c) 2 flights in preparation for the practical test within the <60 days prior to the practical test

Max. usage of flight simulators = 3 hours

Max. usage of flight training devices = 2 hours

Max. combined usage of flight simulators and flight training devices = 3 hours

C) Private Pilot Level for training for a hot air balloon rating—

1) Dual: 8 hours of flight training that includes at least 5 training flights on the areas of operations of Part 141, Appendix B, paragraph 4.(d)(8), that incl-

- a) 2 flights of 30 minutes each;
- b) 1 flight involving a controlled ascent to 2000' AGL; and
- c) 2 flights in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 1.6 hours

Max. usage of flight training devices = 1.2 hours

Max. combined usage of flight simulators and flight training devices = 1.6 hours

D) Commercial Pilot Level for training for a hot air balloon rating--

1) Dual: 10 hours of flight training that includes 8 training flight on the areas of operation of Part 141, Appendix D, paragraph 4.(d)(8), that incl-

- a) 2 flights of 30 minutes each;
- b) 1 flight involving a controlled ascent to 3000' AGL; and
- c) 2 flights in preparation for the practical test within the <60 days prior to the practical test.

Max. usage of flight simulators = 3 hours

Max. usage of flight training devices = 2 hours

Max. combined usage of flight simulators and flight training devices = 3 hours

## Appendix J – Aircraft Type Rating Course

### ***C. A type rating in an airplane category — single-engine class course.***

- A) Dual: 10 hours of flight training in type that includes at least 5 hours of instrument training
- Max. usage of flight simulators = 5 hours
- Max. usage of flight training devices = 2.5 hours
- Max. combined usage of flight simulators and flight training devices = 5 hours

### ***CI. A type rating in an airplane category — multiengine class course.***

- A) Dual: 10 hours of flight training in type that includes at least 5 hours of instrument training
- Max. usage of flight simulators = 5 hours
- Max. usage of flight training devices = 2.5 hours
- Max. combined usage of flight simulators and flight training devices = 5 hours

### ***CII. A type rating in a rotorcraft category — helicopter class course.***

- A) Dual: 10 hours of flight training in type that includes at least 5 hours of instrument training
- Max. usage of flight simulators = 5 hours
- Max. usage of flight training devices = 2.5 hours
- Max. combined usage of flight simulators and flight training devices = 5 hours

### ***CIII. A type rating in a powered-lift category course.***

- A) Dual: 10 hours of flight training in type that includes at least 5 hours of instrument training
- Max. usage of flight simulators = 5 hours
- Max. usage of flight training devices = 2.5 hours
- Max. combined usage of flight simulators and flight training devices = 5 hours

### ***CIV. Other aircraft types course specified by the Administrator through the aircraft type certificate procedures.***

- A) Dual: 10 hours of flight training in type that includes at least 5 hours of instrument training
- Max. usage of flight simulators = 5 hours
- Max. usage of flight training devices = 2.5 hours
- Max. combined usage of flight simulators and flight training devices = 5 hours

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Rewrite (2/24/99): To change the information on the NOTE on page 4 for Commercial Pilot solo aeronautical experience

Rewrite (3/11/99) Mistake found on page 16, paragraph LXI, item A) 1) Changed the word “single engine” to read “multiengine”

Rewrite (4-28-99): Revised add-on courses of Appendix I by further breaking it down between additional aircraft category and class rating and additional aircraft class rating. (See XCIV to XCIX, beginning on pages 24 through 27).

Corrected the permitted flight simulator, flight training device, and the combined flight simulator/flight training device times permitted in Appendix I (see XCI-XCIX, beginning on pages 20 through 27)

Rewrite: (5-19-99) Mistake found on page 16 where it was stated that 15 hours of the initial instrument rating course (Part 141, Appendix C) had to be with a CFIL. Part 141, Appendix C does not break down the hours between the dual and solo.

Rewrite: (10-16-00) Added \*NOTE on page 24 to address the intentional omission of no solo training required for an Appendix I course

Rewrite: (10-16-00) Added NOTES on pages 4, 9, 15, 20, and 24 to address the 10 hours of instrument training when the commercial pilot applicant/add on rating already holds an instrument rating